1:Stanford U. S-4, 5 1956 AF16 SW China AF16
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503 junks and steamers to reach many places formerly inacessible.[66] As of September 1955, there were approximately 100,000 kilometers of navigable waterways in Southwest China.[67]

●502 The use of river lights along the upper Yangtze between I-chang and Chungking facilitated night sailing and reduced the running time by as much as six days.[68]

505 The former Min-sheng Industrial Corporation, the largest privately owned shipping company in China, was founded in Szechwan. It was reorganized as a joint public-private firm in 1952, and its name was changed to the Min-sheng Shipping Corporation by the Communist regime.[69] The Ch'uan-chiang Steamship Company, a merger of three steamship companies -- the Ch'iang-hua, the Hsieh-hsiang, and the Hua-chung -- was recently converted into a joint public-private corporation.[70] Other, smaller shipping firms in Southwest China were reorganized as well.[71]

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66. New China News Agency, Chungking, Oct. 12, 1955.
67. Wen-hui Daily, Hong Kong, Oct. 12, 1955.
68. Navigation in the Communist Area, Taipei, 1953, p. 16.
69. The Economic Yearbook, Hong Kong, 1954, p. 52.
70. Wen-hui Daily, Hong Kong, Sept. 6, 1955.
71. Ibid.

505 [502] The adoption of the "single file towing" method was recommended by Soviet experts, and it has increased both the speed of shipping and the volume of cargo shipped. It was reported that the Min-sheng Shipping Corporation has made a considerable increase in annual volume of freight since reorganization in 1952. Its target set for 1955 was three and half times that of 1952.[72] The reported efficiency of Min-sheng's tug boats in 1954 was 318 per cent higher than that reported in 1953.[73]

The freight rates for 24 manufactured articles were reduced by an average of 40 per cent in 1955, according to the Ministry of Communication.[74] The reduction of freight rates was made possible by the lowering of transportation costs as the result of improvements in towing methods and other techniques.

000 In Southwest China, Chungking is the most

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72. Ibid.
73. Ibid.
74. New China News Agency, Peking, Oct. 20, 1955.

5: Davies G-5 (1894-1900) 1909 AF16 Southwest China AF16

CHAPTER XL

YA-CHOU FU TO SHANGHAI.

By raft down the Ya River—Chia-ting Fu—Dr Hart and Dr Hare—News of taking of Ta-ku Forts—By boat to Ch'ung-k'ing—News of Admiral Seymour's expedition—Its possible effect on the Chinese—The scattered European community of Ch'ung-k'ing—The Consul's warnings to British subjects—By boat down the rapids—I-ch'ang—End of our travels.

•502 Our journey from Ya-chou Fu to Chia-ting Fu was made by raft. The Ya River is full of rapids and shallows, so is not navigated by boats. The rafts, made of several layers of bamboo, though they occasionally get water over them, cannot sink and are able to do the down-stream journey much more quickly than it could be made by land. Arrived at Chia-ting the owner breaks up his raft, and sells the bamboos of which it is constructed.

We got a raft which held us and our followers comfortably, while the raised portion in the middle saved men and baggage from frequent wettings at the rapids. Leaving on the 28th June we reached Chia-ting early on the following morning. Navigation is not possible at night, so we tied up in the evening at the little town of Chia-chiang-Hsien. It took us altogether fourteen hours of actual rowing to get to Chia-ting. By land it would have been a journey of four days.

At Chia-ting we found Dr Hare of the Canadian Mission whom I had previously met in Yüeh-hsi. He and Dr Hart of the same mission kindly took us into their house, and gave us much assistance in our preparations for our boat journey.

We were anxious to get on now, so left Chia-ting again the next day. Just before starting a telegram arrived forwarded by raft from Ya-chou by Mr Upcraft giving us the

5: Davies G-5 (1894-1900) 1909 AF16 Southwest China AF16

502 news of the taking of the Ta-ku Forts by the European powers. We had heard at Ya-chou that things were looking warlike in the north.

In the evening we got off in two small boats of a sort called "pan-t'ou," ourselves and servants in one, and the Gurkhas in the other. Our way lay down the Min River as far as Sui Fu[1], and thence by the Yangtze to Ch'ung-ch'ing-Fu, better known spelt as Ch'ung-k'ing. The total distance from Chia-ting to Ch'ung-k'ing is about 350 miles, and the current being strong at this time of year we got down in three days—forty-two hours of actual rowing. On this part of the river the rapids are not very bad and navigation is fairly easy.

000 We reached Ch'ung-k'ing on the evening of the 3rd July, and went the next morning to see Mr Fraser, the British consul. He had just received serious news. The allies under Admiral Seymour had been unable to reach Peking, and had been obliged to fall back on Tientsin with considerable loss.

What effect this news might have on the minds of the Chinese it was impossible to say, and one could not help feeling much anxiety as to what would be the fate of isolated Europeans in out-of-the-way places.

Even in Ch'ung-k'ing no one knew that disturbances might not break out. There were altogether eighty Europeans there, including many women and children, and as there is no regular foreign settlement, they were living scattered about in the Chinese town. Both Mr Fraser and M. Bons d'Anty, the French Consul, thought they would get a few hours' notice of any impending riot, and the "Pioneer," the new steamer navigating the upper part of the river, had been kept here as a means of getting everyone away, should it become necessary to leave the place. The chief danger came from the Chinese soldiers, of whom 300 were armed with mausers.

A gunboat had been asked for by Mr Fraser, and the "Woodlark" was expected to arrive in a week or so. Mr Fraser asked us to stay on at Ch'ung-k'ing till its

[1] Hsü-chou Fu is the correct official name of this town, but the Chinese usually call it Sui Fu.